

PUBLIC COMMENTS (PC)-K

PC-K1

From: David Kahn [baksdad@yahoo.com]
Sent: Tuesday, June 19, 2012 9:32 AM
To: Parsons, 405.dedcomments
Subject: Don't Move the Soundwall

To Whom It May Concern:

As residents of the College Park East neighborhood of Seal Beach, we are alarmed at the possibility of moving the 22/405 corridor soundwall. Our reasons are manifold:

- Increased noise
- Increased pollution
- Decreased parking and safety
- Loss of park land and trees
- An undefined time period with no wall at all
- Disruption - possibly long term - of power lines, phone lines and sewage systems
- Plunge in home values

We are already inundated with noise and pollution from the freeways. We certainly don't need more of either.

Additionally, we don't believe the proposed movement of the wall will do anything to alleviate the congestion on the freeway due to the fact that L.A. County has no plans to expand the freeway on their side of the border. In effect, the bottleneck will reappear where the 405 crosses into L.A. County.

Alternative 1 in Measure M was approved by the voters. It would go against the expressed wishes of the citizens of Orange County to consider or carry out either Alternative 2 or 3.

The Navy has plenty of room on the south side of the freeway. It would be much less of a burden on them to lose a few feet of strawberry fields than for an established neighborhood to lose integral property.

Thank you for your consideration in this matter.

Nancy Weintraub and David Kahn
3570 Violet Street
Seal Beach, CA 90740

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PC-K2

From: Eddy Karam [flyer38@gmail.com]
Sent: Thursday, June 07, 2012 11:11 AM
To: Parsons, 405.dedcomments
Subject: Re: 405 fwy feedback

Actually, I don't care whether you have a double yellow, or white line to the carpool lane.

Just don't add a toll road.

Eddy

On Thu, Jun 7, 2012 at 11:09 AM, Eddy Karam <flyer38@gmail.com> wrote:
I live in Costa Mesa, next to the 405 fwy & Harbor Blvd.

Here's 10-point suggestion and feedback:

1. Don't add a toll road.
2. Don't add a toll road.
3. Don't add a toll road.
4. Don't add a toll road.
5. Don't add a toll road.
6. Don't add a toll road.
7. Don't add a toll road.
8. Don't add a toll road.
9. Don't add a toll road.
10. Don't add a toll road.

We pay enough for every damn thing already.

Why don't you just make it so that the carpool lane is NOT double yellow, make it a white line so people don't have to panic in and out of there.


What other information can I provide?

Eddy Karam
1367 Gardingford St.
Costa Mesa, CA 92626
949-923-9490
flyer38@gmail.com

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PC-K3

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): Hart Keeble
Organization: Ironworkers 416
Address (Optional): 20612 Egret Lane Huntington Beach, CA 92646
Phone Number: (714) 328-0704 Email address: hart@ironworkers416.org

Comments: We need better freeways! I'm sick of
being stuck in traffic!

(Space for comments continued on reverse)

PC-K4

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Hart Keeble
Organization:
Address (Optional): 20612 Egret Lane Huntington Bch, CA 92646
Phone Number: (714) 328-0704 Email address: hartk2010@gmail.com

Comments: I support the expansion. I work in Norwalk, live in Huntington
Beach and my daily commute is terrible. In addition my work
has me visiting our facilities from Irvine to LA and I'm
always driving the 405. It seems the traffic is always
bad and we need to fix it.

Thank you
Hart

(Space for comments continued on reverse)

PC-K5

From: paulannekelly@ca.rr.com
Sent: Thursday, July 12, 2012 8:37 PM
To: Parsons, 405.dedcomments
Cc: JAmante@tustinca.org; Bates, Pat; Campbell, Bill; citycouncil@cityoforange.org; mayor@garden-grove.org; dhansen@surfcity-hb.org; 2. District; Adams, Audra; Nguyen, Janet; mpulido@santa-ana.org; FVProud@FountainValley.org; Wendy Knowles
Subject: I-405 Improvement project
Importance: High






To Whom it may Concern;

I am a long-time (39 yrs.) resident of Costa Mesa. I attended the informational presentation at Orange Coast College about the three proposed alternatives for improving the flow of traffic on the I-405 freeway between the Los Angeles County border and the 73 toll road. The information presented was certainly very thorough and useful for those of us attending. Based upon that information and other presentations that I have attended, I have come to the opinion that alternative 2 is the most desirable for the citizens of Costa Mesa. It eliminates the bottlenecks caused by the loss of lanes between Harbor Blvd. and Brookhurst. I, and many of my fellow Costa Masan's, see no benefit to us of alternative 3. It requires the demolition of the Fairview overpass bridge which was just recently rebuilt using 7 million dollars of our hard earned tax money. This is an utter waste of taxpayers money and will cause unnecessary disruption to the lives of our citizens living in that area and the traffic flow along one of our major North-South thoroughfares. The entrances and exits of the alternative 3 HOV lanes make it impractical for our residents or drivers coming to our commercial centers such as South Coast Plaza to use those lanes. Therefore, I strongly recommend against alternative 3.

Sincerely Submitted by Paul D. Kelly, 2736 Mendoza Dr., Costa Mesa, CA 92626

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PC-K6

 <h2 style="margin: 0;">I-405 Improvement Project</h2> <h3 style="margin: 0;">Public Hearing</h3> <h3 style="margin: 0;">Comment Sheet</h3>	
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>	
<p>Meeting Venue (please check one of the following):</p> <p> <input checked="" type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </p>	
<p>Name (First and Last): <u>PAUL KENDRICK</u></p> <p>Organization: <u>PLUMBERS LOCAL 582</u></p> <p>Address (Optional): _____</p> <p>Phone Number: <u>714-965-8914</u> Email Address: <u>PAUL.KENDRICK65@GMAIL</u></p>	
<p>Comments: <u>Improve flow of traffic AND more family time.</u></p>	
<p>(Space for comments continued on reverse)</p>	
   	

PC-K7

From: Wiley Kennedy [mailto:w.kennedy@dslexreme.com]
Sent: Thursday, June 28, 2012 5:15 PM
To: Christina Byrne
Subject: I-405 Request to Not Add Toll Lanes

Please relay to Supervisor John Moorlach:

Please take all possible action to assure that "Toll Lanes" are not added to the I-405 in Orange County.

Thank you.

Wiley Kennedy
 Newport Beach, CA

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PC-K8

From: Brian Kibler [brian.kibler@hotmail.com]
Sent: Monday, July 16, 2012 7:31 AM
To: Parsons, 405.dedcomments
Subject: OCTA I405 Improvement Project

We would like to provide two inputs for the OCTA I405 Improvement Project:

1. We believe there are there are significant environmental issues because the bottleneck of the freeway as it approaches Los Angeles County would have a direct and heavy impact on the air quality inside Rossmore & Los Alamitos. There appears to be the potential for hundreds of idling cars and trucks congested on the freeway adjacent to Rossmore in the late afternoon and early morning, two key periods of the day that could affect residents. This area is a community of both young children and elderly adults, the two most sensitive age groups to air pollution. We ask the OCTA to reexamine the air quality, traffic and noise impacts of the project on Rossmore, especially its schools, parks and homes, and undertake a thorough and complete consideration of the most effective ways to mitigate those impacts to a level of insignificance. We would like the OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line.
2. We also believe a toll road is not in the best solution for traffic congestion. A toll road would restrict the full use of this transit corridor by the entire driving public and thus limit its impact on congestion. In addition it would be out of reach of lower income drivers. All lane should be paid for by our taxes and free without tolls.

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Thank you,

Brian & Claire Kibler

PC-K9

From: James Kimmel [jkimmel7@yahoo.com]
Sent: Monday, July 09, 2012 9:50 AM
To: Parsons, 405.dedcomments
Subject: 405 widening

I am strongly against the relocation of the freeway sound wall in College Park East Seal Beach as proposed for this project. I also oppose the proposed toll lanes as they will only benefit a minority of privileged persons.

1

Since Los Angeles County yet has no plans to connect to these proposed lanes, when completed there would be a BOTTLENECK at the LA border. This would cause slow traffic and increased pollution; that is in addition to the pollution just caused by the increased lanes.

2

I request a study to be made as to the health consequences to the residents of College Park by this increased pollution. Studies are now being made concerning the World Trade Center destruction. A similar study should be done for the construction phase of this project as to whether all the airborne toxins are likely to affect health during construction and completion.

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Can you honestly state that this project will NOT make College Park more unhealthy to live in during construction and afterwards when the additional lanes are used?

If you proceed with the additional lanes, we as residents have no choice but to proceed with appropriate legal action whether a class action, injunctions and other lawsuits to protect our community

PC-K10

From: James Kimmel [jkimmel7@yahoo.com]
Sent: Wednesday, July 11, 2012 9:51 AM
To: Parsons, 405.dedcomments
Subject: 405 widening

We strongly oppose any additional lanes be added to the 405 freeway.

In particular, we are strongly against the movement of the freeway wall in College Park East Seal Beach. We also oppose the proposed toll lanes as they only benefit a few privileged drivers.

Since Los Angeles County has no plans or funds yet to connect to the proposed 405 lanes, a BOTTLENECK will be created at the county line. This slow traffic will cause even more pollution in our community of College Park East than what will already be caused by the additional traffic lanes.

We request that a federal and state study be conducted concerning the health consequences to our environment and community if the freeway wall is moved.

How can these airborne pollutants during the construction phase as well as the completed project do anything other than make our community more polluted than it already is?

The dust and demolition will cause pollution and the additional traffic will cause pollution. How will this not harm us?

Can anyone truthfully answer there will be no additional harm to our health?

Sincerely
Julie K Kimmel, RN
James R Kimmel
3540 Rose Circle
Seal Beach CA 90740

PC-K11

Smita Deshpande
CalTrans District 12
2201 Dupont Drive Suite 200
Irvine CA 92612

Attn:405 DEIR/DEIS Comment Period

We strongly oppose any additional lanes be added to the 405 freeway.

In particular, we are strongly against the movement of the freeway wall in College Park East Seal Beach. We also oppose the proposed toll lanes as they only benefit a few privileged drivers.

Since Los Angeles County has no plans or funds to connect to the proposed 405 lanes, a BOTTLENECK of traffic will be created at the county line. This slow traffic will cause even more pollution in our community of College Park East than what will already be caused by the additional traffic lanes.

We request a federal and state study be conducted concerning the health consequences to our environment and community if the freeway wall is moved.

How can these airborne pollutants during the construction phase as well as the completed project do anything other than make our community more polluted that it already is?

The dust and demolition will cause pollution. The additional traffic will cause pollution. The movement of the freeway wall will make this all closer to our community.

How can this not harm us?

Can you honestly state that this project will NOT make College Park more unhealthy to live in during construction and afterwards when the additional lanes are used?

Sincerely,

James R Kimmel

Julie K Kimmel, RN

3540 Rose Circle

Seal Beach CA 90740

PC-K13

Julie K. Kimmel RN
3540 Rose Circle
Seal Beach Ca 90740

John K. Kennel, Ed

I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): Robert and Lois KIMMERLE	
Organization:	
Address (Optional):	
Phone Number: 714-553-0472	Email address: Robthimagnetman@yahoo.com / Loisjean70@sbcbglobal.net

Comments: We do NOT WANT Option 3.

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(Space for comments continued on reverse)

PC-K14

From: WILLIAM KIRLAND [billkirland@sbcglobal.net]
Sent: Tuesday, June 05, 2012 7:33 PM
To: Parsons, 405.dedcomments
Subject: I-405 IMPROVEMENT PROJECT ... RE: PUBLIC HEARING

As a resident of Costa Mesa who was in attendance at last night's hearing held at Coast Community College, I would like to express my opinions as to what was presented.

First, and foremost, I am totally against Alternative Plan #3 since it offers absolutely no benefits to the residents of Costa Mesa. As I see this plan, it requires the removal/destruction of the overpass/bridge at Fairview ... a bridge that was recently constructed at an exorbitant expense. Furthermore, this plan will eliminate the current car pool lane replacing it with a 'fee based' HOV lane ... from which there is NO exit for those people living in the city of Costa Mesa! It makes absolutely no sense to spend money to drive South in this proposed HOV toll lane and then be dumped onto the 405 at Magnolia only to be faced with bumper to bumper traffic at that point.

Alternative #1 and #2 seem to make much more sense since the traffic problems on the 405 lie North of Fairview. Therefore by widening the freeway from that point north, as proposed in these two options, it should take care of the current traffic problem. Driving North on the 405 from Fairview there are currently six lanes for regular traffic plus one car pool lane ... when you reach Harbor Blvd. there are five lanes ... and then just beyond that point the road narrows to only four lanes. It seems pretty obvious that this is what needs to be done. Additionally, we were told last evening that the current overpass/bridge at Fairview could be saved in both Alternative #1 and #2.

NO ALTERNATIVE #3 ... IT MAKES NO SENSE FOR COSTA MESA!!!

William J. Kirland
3403 Lavender Lane
Costa Mesa

PC-K15

From: JANE [jkirland@sbcglobal.net]
Sent: Tuesday, June 05, 2012 4:37 PM
To: Parsons, 405.dedcomments
Subject: I-405 IMPROVEMENT PROJECT ... RE: PUBLIC HEARING

As a resident of Costa Mesa who was in attendance at last night's hearing held at Coast Community College I would like to express my opinions as to what was presented.

First, and foremost, I am totally against Alternative #3 since it offers absolutely no benefits to the residents of Costa Mesa. As I see this plan, it

requires the removal of overpass/bridge at Fairview ... a bridge that was recently constructed at an exorbitant expense. Furthermore, this plan will

eliminate the current car pool lane ... replacing it with a 'fee based' HOV lane ... from which there is NO exit for those people living in Costa Mesa. It makes absolutely no sense to spend money to drive South in the HOV lane and then be dumped onto the 405 at Magnolia only to be faced with bumper to bumper traffic at this point.

Alternative #1 and #2 seem to make much more sense since the traffic problem on the 405 lies north of Fairview. Therefore by extending the freeway from that point north, as proposed in those options, should take care of the current traffic problem. Driving North on the 405 from Fairview there are currently six lanes of regular traffic and the carpool lane ..when you reach Harbor Blvd. where there are five lanes... and then just beyond that point there are only four lanes. It seems pretty obvious that this is what needs to be done. Additionally, we were told last evening that the current overpass/bridge at Fairview could be saved in both Alternative #1 and #2.

NO ALTERNATIVE #3 ... IT MAKES NO SENSE FOR COSTA MESA!!!

Jane Kirland
3403 Lavender Lane
Costa Mesa, CA 92626

PC-K16

-----Original Message-----
From: Lori Kisler [mailto:lorikisler@yahoo.com]
Sent: Friday, July 13, 2012 5:30 PM
To: Wendy Knowles
Subject: 405

I'm against alternative 3.

Lori Singer Kisler. Sent from my iPad

PC-K17

From: Lori Kisler [lorikisler@yahoo.com]
Sent: Monday, June 04, 2012 7:57 PM
To: Parsons, 405.dedcomments
Subject: Oppose Alternative 3

After attending the June 4th meeting at OCC your officials heard and recorded all of our comments. It appeared to be that all but one person spoke up in opposition to alternative 3. You heard the reasons. I don't have to repeat them here. I OPPOSE ALTERNATIVE 3.

I ALSO oppose alternatives 1 and 2 because of the travesty to spend this money after recently completing the changes around Harbor and Fairview, just to knock it down and redo when our state is bankrupt and schools are getting cuts that affect the education of our children and the livelihood of our educators. That situation continues to spiral downward.

No changes are needed or wanted in Costa Mesa.

Another thought...how often have you seen low occupancy in the HOV lane on the 91 freeway and traffic jam for those not on the HOV? So many people can't afford to pay for an express lane and will be stuck in the other lanes while the folks from Newport Beach whiz by them in the express lane.

Once again I OPPOSE ALTERNATIVE 3. Go fix another city.

Lori Singer Kisler. Sent from my iPad

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PC-K19

Smita Deshpande, Branch Chief,
 Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
 2201 Dupont Drive, Suite 200
 Irvine, CA, 92612

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition, it would put more toll roads into the purview of an entity that has already proven its incompetence to run the ones we now have.

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PC-K18

From: Paul Klevgard [pklevgard@gmail.com]
Sent: Tuesday, June 12, 2012 10:43 AM
To: Parsons, 405.dedcomments
Subject: widening 405 at College Park...

You will receive the usual NIMBY objections from College Park residents who do not want any widening of 405 (but will be happy to use freeways that have been widened in other neighborhoods).

I live in Leisure World and am living through construction noise and soon a much closer freeway.

Air pollution from the freeway is a non-issue for me. We get more pollution from the currently stalled traffic every afternoon. Noise will not increase appreciably because of widening.

We all knew there was a 405 freeway when we bought our houses.

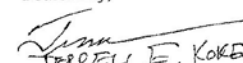
Put in two more general purpose lanes in the Seal Beach Blvd. area.

Paul Klevgard, Ph.D.
 13271 Del Monte Drive APT 331
 Seal Beach, 90740

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Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,


 TERRELL E. KOKEN
 (Name)

1778 KENWOOD PL.
 (Address)

COSTA MESA, CA 92627
 (City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-K20

From: Terry Koken [mailto:tkoken@att.net]
Sent: Wednesday, June 06, 2012 3:55 PM
To: Christina Byrne
Subject: I-405

Ms Byrne,
OCTA's option 3 for the 405 is anathema to us here in Costa Mesa. First, the idea of putting toll lanes on the 405 is outrageous. Second, making them inaccessible to anyone getting on in Costa Mesa is a dreadful idea. Third, the business aspect of toll roads in Orange county has in every instance been a complete botch: CALTRANS had to bail out the toll roads and resurface the 91 freeway; patronage has been very low; and tolls are exorbitant, which helps not at all. I oppose the option 3, and so does my wife.

Yours,
Terrell E. Koken
949-574-0333
1778 Kenwood
Costa Mesa

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PC-K21

From: Terry Koken [tkoken@att.net]
Sent: Tuesday, July 17, 2012 9:44 AM
To: Parsons, 405.dedcomments
Subject: No Toll lanes on the 405

In case my comment hasn't been heard yet, I am opposed to toll lanes through Costa Mesa. The TCA has a long track record of bungling, stupid activity, misdirection, and financial incompetence. Caltrans had to bail them out on the 241, and their roads appear to be failing financially. We citizens of Costa Mesa are thoroughly disgusted. If option 3 gets adopted, you can be certain of a long and bitter fight.

Yours,
Terrell E. Koken
1778 Kenwood Pl.
Costa Mesa, CA 92627
949-574-0333

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PC-K22

From: Mei Kong [hawwailanhawk@yahoo.com]
Sent: Thursday, July 05, 2012 11:50 AM
To: Parsons, 405.dedcomments
Subject: No More Toll Roads

Haven't we seen the disasters with the other toll roads especially the 91 freeway. If your going to build anything how about light rail up the center of the freeways, and if it is more roads no toll.

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PC-K23

From: Jeffrey Konshak [jkonshak@hotmail.com]
Sent: Monday, June 11, 2012 4:15 PM
To: Parsons, 405.dedcomments
Subject: 405 DEIR / DEIS Comments

Dear Sir or Madam:

The following are my comments on the draft EIR for the 405 Freeway project.

Alternative 1.
When Soundwall S747 was split into two parts the benefited residences were not correctly allocated. Sound Receiver R2.41 which represents the athletic fields of Fountain Valley High School is closer in terms of distance to Soundwall S747A than Soundwall S747B. Therefore, Soundwall S747A benefits two single family residences and one frontage unit of the athletic fields of Fountain Valley High School. Construction of Soundwall S747A at \$137,000 is less than the reasonable allowance of \$147,000 for three benefited residences and therefore construction of Soundwall S747A is reasonable and should be recommended.

Alternative 2.
When Soundwall S745 was split into two parts the benefited residences were not correctly allocated. Sound Receiver R2.41 which represents the athletic fields of Fountain Valley High School is closer in terms of distance to Soundwall S745A than Soundwall S745B. Therefore, Soundwall S745A benefits two single family residences and one frontage unit of the athletic fields of Fountain Valley High School. Construction of Soundwall S745A at \$137,000 is less than the reasonable allowance of \$147,000 for three benefited residences and therefore construction of Soundwall S745A is reasonable and should be recommended.

Alternative 3.
When Soundwall S745 was split into two parts the benefited residences were not correctly allocated. Sound Receiver R2.41 which represents the athletic fields of Fountain Valley High School is closer in terms of distance to Soundwall S745A than Soundwall S745B. Therefore, Soundwall S745A benefits two single family residences and one frontage unit of the athletic fields of Fountain Valley High School. Construction of Soundwall S745A at \$150,000 slightly exceeds the reasonable allowance of \$147,000 for three benefited residences. This \$3,000 excess is trivial considering the total project cost of \$1.7 billion. Therefore, given the acoustical benefit and incremental cost, construction of Soundwall S745A is reasonable and should be recommended.

Alternative 2.
Soundwall S745A in Alternative 2 at 12- to 14-ft high is lower than the exact same soundwall in Alternative 1, Soundwall S747A at 12- to 16-ft high. This does not make sense because the noise impacts for Alternative 2 are generally greater than the noise impacts for Alternative 1 given that Alternative 2 adds two general purpose lanes in each direction and has a wider footprint. Therefore, Soundwall S745A in Alternative 2 should be changed to a 12- to 16-ft high soundwall.

Alternative 2.
Soundwall S745B in Alternative 2 at 14 ft high is lower than the exact same soundwall in Alternative 1, Soundwall S747B at 16 ft high. This does not make sense because the noise impacts for Alternative 2 are generally greater than the noise impacts for Alternative 1 given that Alternative 2 adds two general purpose lanes in each direction and has a wider footprint. Therefore, Soundwall S745B in Alternative 2 should be changed to a 16 ft high soundwall.

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PC-K23 Continued

Alternatives 1, 2, and 3.

The noise tests were conducted in June and August and not during Santa Ana wind events when noise levels on the southwestern side of the freeway in Fountain Valley are higher. The higher noise impacts during Santa Ana wind events should be mitigated with more and higher soundwalls on the southwestern side of the freeway in Fountain Valley.

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Alternative 1.

Appendix N2 erroneously shows Soundwall S747A as recommended.

Alternatives 2 and 3.

Appendix N2 erroneously shows Soundwall S745A as recommended.

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Alternatives 1, 2, and 3.

Appendix N2 erroneously shows Soundwall S733 as recommended.

Sincerely,

Jeffrey Konshak

PC-K25

From:
Sent:
To:
Cc:
Subject:

karen kupfer [kkupfer@onlinesheetmusic.com]
Tuesday, June 19, 2012 1:31 PM
Parsons, 405.dedcomments
kupfer.karen@yahoo.com
Expansion of I-405 Fwy from the 73 to the LA County Line at the 605 Fwy

Hello

I am currently a resident of College Park East in Seal Beach, located just south of the 605 Fwy. I strongly urge the adoption of Alternative #1, adding a single general purpose lane in both directions to provide continuous traffic flow along the 405.

All other alternative will likely cause a traffic jam when the I-405 reaches the LA County line since no plans to widen the freeway are being considered by LA County. I am concerned that the same type of bottleneck that exists on the I-5 Fwy where it enters LA County will be caused by any of these other Alternatives and the noise and exhaust fumes caused by the idling traffic will have a harmful and negative impact on those of us living in College Park East.

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Again, I strongly urge you to adopt Alternative #1.

Thank you for your consideration.

Karen Kupfer
4380 Candleberry Ave.
Seal Beach, CA 90740

PC-K24

From: Ken Kropf [mkkropf@gmail.com]
Sent: Thursday, July 12, 2012 6:49 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405) Improvement Project

I reside in Seal Beach. I recommend that a combination of the 3 alternatives which maximizes the vehicular traffic and occupancy thru the project area be adopted. The time, cost, disruption necessary to undertake the planning and implementation is minimized, in my mind, as a single project.

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Ken Kropf

RESPONSE TO PUBLIC COMMENTS (PC)-K

Response to Comment Letter PC-K1

Comment PC-K1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-K1-2

Please see Response to Comment PC-K1-1.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-K1-3

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues. Please also see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-K1-4

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Response to Comment PC-K1 and Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-K2

Comment PC-K2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Comment PC-K2-2

Alternatives 1 and 2 would provide continuous access to the HOV lanes. The Express Lanes in Alternative 3 would have limited access.

Response to Comment Letter PC-K3**Comment PC-K3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-K4**Comment PC-K4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-K5**Comment PC-K5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to access to the Express Lanes in Alternative 3 and replacement of the Fairview Road Overcrossing, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Response to Comment Letter PC-K6**Comment PC-K6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-K7

Comment PC-K7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K8

Comment PC-K8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Air Quality and Noise/Noise Analysis.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

A design option for Alternative 2 was considered that would drop the proposed northbound GP lanes at Valley View Street. That design option was eliminated for the reasons explained in Common Response – Almond Avenue Soundwall.

Comment PC-K8-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-K9

Comment PC-K9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Responses – Air Quality and Noise/Noise Analysis.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Based on the experience of the SR-91 Express Lanes, motorists from all income groups are anticipated to use the Express Lanes.

Comment PC-K9-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-K9-3

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Responses – Health Risks and Air Quality.

Response to Comment Letter PC-K10**Comment PC-K10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-K9-1.

Comment PC-K10-2

Please see Response to Comment PC-K9-2.

Comment PC-K10-3

Please see Response to Comment PC-K9-3.

Response to Comment Letter PC-K11

Comment PC-K11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-K9-1.

Comment PC-K11-2

Please see Response to Comment PC-K9-2.

Comment PC-K11-3

Please see Response to Comment PC-K9-3.

Response to Comment Letter PC-K12

Comment PC-K12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-K9-1.

Comment PC-K12-2

Please see Response to Comment PC-K9-1.

Comment PC-K12-3

Please see Response to Comment PC-K9-2.

Comment PC-K12-4

Please see Response to Comment PC-K9-3.

Comment PC-K12-5

Please see Response to Comment PC-K9-1.

Response to Comment Letter PC-K13**Comment PC-K13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K14**Comment PC-K14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-K14-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa. With respect to the Fairview Road Overcrossing under Alternative 3, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K15**Comment PC-K15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-K15-2

Please see Response to Comment PC-K14-2.

Response to Comment Letter PC-K16

Comment PC-K16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K17

Comment PC-K17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-K17-2

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives. For additional information, please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-K18**Comment PC-K18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K19**Comment PC-K19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-K19-2

OCTA successfully operates the SR-91 Express Lanes. The toll roads in Orange County are operated by the Transportation Corridor Agencies (TCA).

Response to Comment Letter PC-K20**Comment PC-K20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

We acknowledge the opposition to tolling. Please see Common Response – Opposition to Tolling. With respect to access to the Express Lanes in Costa Mesa, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an

explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives.

Response to Comment Letter PC-K21

Comment PC-K21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

We acknowledge the opposition to tolling. Please see Common Response – Opposition to Tolling.

The TCA would not operate the Express Lanes in Alternative 3; OCTA would operate the Express Lanes.

Response to Comment Letter PC-K22

Comment PC-K22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives. For additional information, please see Common Response – Opposition to Tolling.

Alternatives with both LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS.

Response to Comment Letter PC-K23**Comment PC-K23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Although this comment addresses each alternative separately, the arguments and questions within can be answered by the same response. There are two types of noise barrier “replacement in-kind” as part of the design features for this project. The first in-kind replacement occurs when an existing soundwall must be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project’s additional lanes and required safety features. The second in-kind replacement is needed where parts of an existing overpass embankment that blocks traffic noise in the existing setting has to be removed.

In-kind replacement soundwalls are constructed regardless of cost. Soundwalls S747 and S745 were split into “A” and “B” sections for this purpose. The “A” sections represent the existing soundwall, and the “B” sections represent a new soundwall needed to provide the noise abatement that was lost due to the partial removal of the earth berm of the Slater Avenue Overcrossing embankment.

The “A” section of Soundwalls S747 or S745 would not need to be demolished to make room for the additional lanes of the project; however, this existing soundwall was analyzed to determine if an additional 5 dB in traffic noise reductions could be provided by raising the existing soundwall height. In all three build alternatives, the cost of replacing it with a higher soundwall was more than the reasonable allowance for the two residences the soundwall would benefit; therefore, it was not considered.

The “B” sections would need to be constructed regardless of the cost to provide traffic noise abatement to the athletic field represented by Receiver R2.41, which would be comparable to the existing overpass embankment. The athletic fields would not be benefitted from raising the existing soundwall represented by the “A” section of the soundwalls; therefore, the athletic fields must be allocated to the “B” section of the soundwall, which is providing acoustical benefit.

The heights needed to provide feasible traffic noise abatement can vary by alternative due to several factors. Variance in the vehicle type distribution across traffic lanes between alternatives has a role in determining traffic noise levels, but the main difference is due to the overall traffic volumes. Higher traffic volumes produce higher traffic noise levels. Soundwalls are more

efficient at providing the required reduction of 5 dB at higher noise levels. In this case, Alternative 2 produced a traffic noise level 1-dB higher than Alternatives 1 and 3 at the receivers behind the existing soundwall. According to the insertion loss calculations, receivers required a 14-ft-high soundwall for Alternative 2 and a 16-ft-high soundwall for Alternatives 1 and 3 to provide feasible abatement of a 5-dB reduction in traffic noise levels.

Comment PC-K23-2

The heights needed to provide feasible traffic noise abatement can vary by alternative due to several factors. Variance in the vehicle type distribution across traffic lanes between alternatives has a role in determining traffic noise levels, but the main difference is due to the overall traffic volumes. Higher traffic volumes produce higher traffic noise levels. Soundwalls are more efficient at providing the required reduction of 5 dB at higher noise levels. In this case, Alternative 2 produced a traffic noise level 1-dB higher than Alternatives 1 and 3 at the receivers behind the existing soundwall. According to the insertion loss calculations, receivers required a 14-ft-high soundwall for Alternative 2 and a 16-ft-high soundwall for Alternatives 1 and 3 to provide feasible abatement of a 5-dB reduction in traffic noise levels.

Comment PC-K23-3

Wind, temperature gradients, and humidity could affect sound propagation at distances of 400 ft or more. The noise measurement locations, as well as the areas where predicted traffic noise levels were analyzed, were within a band close enough to the source where these factors are not significant. The wind turbulence from the freeway traffic would be large enough to disrupt the laminar winds that would affect the speed and path of sound from the adjacent freeway.

Comment PC-K23-4

The graphics for Appendix N2 have been modified to show that only Soundwalls S745B and S747B are recommended. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-K24

Comment PC-K24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge your recommendation. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build

alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-K25

Comment PC-K25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.